



Introduction to Final Report Spreadsheet

Congratulations on successfully completing your DERA State Program grant! A final report is one of the requirements to complete and close out your FY 2008 through FY 2011 DERA State Program grant.

The Final Report has 2 parts; Part 1 is a Narrative portion (please see Project Narrative tab), and Part 2 the Project Fleet Description Spreadsheet (please see Fleet Description tab). This template may be slightly different than the version you have been using for your quarterly reports. However, it includes all required information on your fleet. In order to ensure that all required final information is reported, you have two options for completing the Final Project Fleet Description:

Option 1: You may enter or copy the information on all cumulative vehicles involved in your project from previous quarterly Project Fleet Description Spreadsheets into this document. Please note that there are most likely additional columns in this spreadsheet that will also need to be filled in for your vehicles, such as the fiscal year funding.

Option 2: If your last quarterly Project Fleet Description Spreadsheet contained all cumulative vehicles involved in your project, you may use that spreadsheet as your Final Project Description Spreadsheet, provided that all information in this Final State Program Report Template is included and any new columns are added to your spreadsheet. Please pay special attention to information required for upgrades, replacements and repowers, as described below.



The spreadsheet is divided into three sections: Recipient Information, Project Information, and Fleet Information. Below is an explanation of each field.

For an example of how the Project Fleet Description spreadsheet should be filled out, please refer to the tab labeled 'Example'.

Recipient Information should only be filled out only once.

Project Information and Fleet Information should be filled out for each separate "project" within the grant.

Separate projects are generally defined as separate subgrants to various entities, or separate, distinct target fleets within the grant or subgrants.

Fleet Information should be cumulative, and include all affected engines, vehicles, and retrofits under the project, as of the end of the current Reporting Period.

Column/Row	Recipient Information	
	Organization/ Grantee	Enter the name of the organization receiving the grant from EPA (regardless of who actually
	Name-	uses the funds).
	First Name-	Enter the FIRST name of the contact person for the grant.
		Enter the LAST name of the contact person for the grant.
		Enter the Job Title of the contact person for the grant.
		Enter the email address of the contact person for the grant.
		Enter the address of the contact person for the grant.
	City-	Enter the city of the contact person for the grant.
	State-	Enter the two letter postal code of the contact person for the grant.
		Enter the zip code of the contact person for the grant.
		Enter the phone number of the contact person for the grant.
	OfficePhoneExt-	Enter the extension of the contact person for the grant (if applicable).

Project Information	
Project Name-	Enter the name of the project (try to include both the Organization Name and Fleet(s)).
Organization Performing	Enter the name of the entity performing the project (this could be the EPA Recipient or a
Project-	Subgrantee).
Target Fleet-	Select from the dropdown menu provided the target fleet to be addressed.
Number of Vehicles-	Enter the number of vehicles to be addressed.
City-	Enter the city in which the project will take place.
County-	Enter the county in which the project will take place.
State-	Enter the two letter postal code for the state in which the project will take place.
Region	Enter the EPA Region
Funding Amount -	Enter the total amount of Federal funds to be committed to the project
Additional Funding Source-	If there are to be matching funds, enter the source.
Additional Funding Amount	Enter the amount of funds provided.
	If the vehicles are part of a public fleet or benefit the public (i.e. a private school bus company contracted by a public school; drayage vehicles that serve a port; private construction equipment contracted to a public works project, etc) enter "yes", otherwise enter "no".
	enter yes, otherwise enter no.



Fleet Information	
Vehicle Type-	Enter the vehicle type, either "On Highway" "NonRoad".
	Select the target fleet from the dropdown menu.
	Select from the dropdown menu the Vehicle Class or type of nonroad equipment.
	Enter the number of vehicles that fall under this Vehicle Class or type of nonroad equipment.
Engine Make-	Enter the manufacturer of the existing Engine.
Engine Model-	Enter the model of the existing Engine.
Engine Model Year-	Enter the model year of this engine set.
Horsepower-	For NONROAD ONLY, Enter the average horsepower of the equipment.
Current Tier Level-	For NONROAD REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the
	dropdown menu the Current Tier Level.
Current Standard Level -	For NONROAD AND ON-HIGHWAY REPLACEMENTS, REPOWERS AND UPGRADES ONLY,
	enter the current emission standard levels of the engine for PM and NOx or NMHC+NOx.
	Select the type of fuel that is currently being used (prior to any clean diesel activity change).
	Enter the amount of fuel used in gallons for all vehicles in the row (i.e. if the Vehicle Count is 2
	and each vehicle uses 2,000 gallons/year, enter 4,000).
	For ON-HIGHWAY ONLY, Enter the average number of vehicle miles traveled per year per vehicle.
Annual Usage Rate Hours-	For NONROAD ONLY, Enter the average number of hours the equipment is used per year.
Annual Idling Hours-	For ON-HIGHWAY ONLY, Enter the average number of hours the vehicle idles per year.
	For Repower and Vehicle Replacement Projects, Enter the VIN or engine Serial # for each scrapped/replaced vehicle or engine.
	Enter the year in which the retrofit will take place (i.e., if in 2010, you're replacing a 1995 bus with a 2007 bus, the retrofit year is 2010.)
	Enter the type of technology to be used. Example: Diesel Particulate Filter, Replacement, Biodiesel 100
	Enter the make of the technology. Example: Donaldson, Caterpillar.
	Enter the model of the technology as identified on the EPA/CARB verification lists (i.e. Johnson Matthey ACCRT, Carrier Transicold - Comfortpro, etc.) to confirm a verified technology was used. This is applicable for exhaust retrofits, upgrades, idle reduction technologies, aerodynamics and low rolling resistant tires. Verified Technology Model may not be known for the initial application, pending the bid process, and would be noted as TBD.
_	For REPLACEMENTS AND REPOWERS ONLY, Enter the model year of the new vehicle/engine.
New Tier Level-	For NONROAD REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu the new Tier Level.
	For NONROAD AND ON-HIGHWAY REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the new emission standard levels of the engine for PM and NOx or NMHC+NOx.
reduced-	For IDLE REDUCTION STRATEGIES ONLY, Enter the average number of idling hours reduced for the engines in this row.
	Enter the dollar amount of the technology per unit.
Technology Unit Installation-	Enter the cost of installing the technology per unit.



Marine Vessels	
Sector-	This field will always read marine.
Application-	Select the target vessel.
Number of Engines per	Enter the total number of engines on the vessel including auxiliary and propulsion. The max
Vessel-	number of engines allowed per vessel is 5.
	Identify which engines are propulsion and which are auxiliary.
Number of Engines-	Enter the quantity of propulsion and the quantity of auxiliary engines.
Engine Model Year-	Enter the average model year of this group of engines in the row.
	Enter the number of hours in operation.
	Enter the average horsepower of the group of engines in the row.
Annual Idling Hours per	Enter the average number idling hours for the engines in this row in a given year.
Engine-	
	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu
	the Current Tier Level.
Current Standard Levels-	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the current emission
	standard levels of the engine for PM and NOx or NMHC+NOx.
Displacement per cylinder	Select from the dropdown menu the displacement per cylinder in liters.
Current Fuel Type-	Select the type of fuel that is currently being used (prior to any clean diesel activity change).
	Enter the amount of fuel used in gallons for all engines in the row (i.e. if the Vehicle Count is 2
	and each vehicle uses
	2,000 gallons/year, enter 4,000).
	Enter the year in which the retrofit will take place (i.e. If in 2010, you're upgrading a Tier 0
	engine to Tier 1, then the retrofit year is 2010)
	For Repower and Vehicle Replacement Projects, Enter the VIN or engine Serial # for each
	scrapped/replaced vehicle or engine.
Technology Type-	Enter the type of technology to be used. Example: Diesel Oxidation Catalyst, Shore Power,
	Engine Repower, etc.
	Enter the make of the technology. Example: Donaldson, Caterpillar.
	Enter the model of the technology if available (i.e. Johnson Matthey PCRT).
New Engine Model Year-	For REPLACEMENTS AND REPOWERS ONLY, Enter the model year of the new engine(s).
A ativity I aval	For REPLACEMENTS AND REPOWERS ONLY, Enter the activity level in hours per year per
-	
Annual Idling Hours	engine. For IDLE REDUCTION STRATEGIES ONLY, Enter the number of idling hours reduced as a
	result of this technology.
Now Engine Tier Level	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, Select from the dropdown menu
	the new Tier Level.
	For REPLACEMENTS, REPOWERS AND UPGRADES ONLY, enter the new emission standard
	levels of the engine for PM and NOx or NMHC+NOx.
	Enter the cost of the technology per unit.
	Enter the cost of the technology per unit. Enter the cost of installing the technology per unit.
Installation-	Enter the cost of installing the technology per unit.
installation-	



U. S. Environmental Protection Agency DERA State Clean Diesel Program Final FY 2008 to FY 2011 Grant Project Report

Grant Recipient	Pennsylvania Department of
Grant #	DS-97368901-2
Reporting Period	Final

	FY08	FY09	FY10	FY11	Total
Total Award Amount	\$295,320.00	\$235,294.00	\$352,941.00	\$294,227.00	
Total Match Amount	\$196,880.00	\$0.00	\$235,294.00	\$196,151.00	

Table 1. Rate of Expenditure. Record all funds expended for each budget category.							
	Federal Funds Expended this Reporting Period	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period		Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period	
Personnel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Fringe Benefits	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Equipment	\$295,320.00	\$2,294,400.00	\$0.00	\$295,320.00	\$2,294,400.00	\$0.00	
Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Contractual	\$0.00	\$0.00	\$0.00	\$0.00	\$578,445.00	\$196,880.00	
Other	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Indirect Charges	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
TOTALS	\$295,320.00	\$0.00	\$0.00	\$295,320.00	\$2,872,845.00	\$196,880.00	

	Table 2. Narrative Responses		
Question	Answer		
Please summarize the accomplishments that occurred during the grant period.	PA DEP performed an onsite inspection October 5, 2012, to confirm delivery and in-usi Eight additional eGSE were delivered to US Airways at the Philadelphia International A Scrappage, with documentation, of 58 diesel GSE was completed by October 12, 2012 funds were distributed for the final eight vehicles but the delivery was required under th agreement between PA DEP and PHL/City of Philadelphia. Final reimbursement of \$2 PHL/City of Philadelphia.		
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	Actual accomplishments matched anticipated outcomes. All project work was complete award.		
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	N/A		
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	N/A		
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	US Airways and Philadelphia International Airport/City of Philadelphia Department of A		
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	No.		
Did any public relations events regarding this grant take place during the grant period?	No.		
Are you using websites or other tools used to relay information about this grant to the public?	http://www.depweb.state.pa.us		





Table 3: Innovative Finance Projects						
Project/Program Name	Number of Loans/Rebates	Interest Rates	Length of Loans	EPA Funds Expended on Loans/Rebates	Non-EPA Funds Leveraged	Total Net Loss/Default
N/A						

Table 4: Summary of Total Emissions Reduction per Fiscal Year (Emission Reductions Created)						
Fiscal Year Funding	Project Name	Entity	EPA Funding Expended	Emission Reductions (tons/yr)	Emission Reduction	
Fiscal Year 2008	Service Equipment (eGSE) at Philadelphia International Airport (PHL)	City of Philadelphia- Department of Aviation-PHL	\$295,320.00	HC: 0.3 CO: 5.0 NOx: 4.5 PM: 0.3 CO ₂ : 807.92 ²	HC: 3.6 CO: 60.0 NOx: 54.0 PM: 3.6 CO ₂ : 9,694.8	

^{1.} Lifetime emission reductions are estimated by multiplying the annual emission reductions provided in the final report from the sub-grantee by 12 years, the average of the useful life for baggage tractors (13 years) and belt loaders (11 years).

^{2.} CO₂ emissions were not included in the final report so the initial estimate remains for this pollutant.



e status of 50 eGSE.
irport (PHL).
ALC: 1 I

No reimbursement e terms of the 95,320.00 was paid to

ed for this grant

viation





EPA Funds Expended on Non-Loan Activities

ons (lifetime tons)¹

Grant Recipient	Pennsylvania Department of
Grant #	DS-97368901-2
Reporting Period	Final

	FY08	FY09	FY10
Total Award Amount	\$295,320.00	\$235,294.00	\$352,941.00
Total Match Amount	\$196,880.00	\$0.00	\$235,294.00

	Table 1. Rate of	Expenditure. Re	cord all funds expen
	Federal Funds Expended this Reporting Period ¹	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period
Personnel	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$0.00	\$0.00	\$0.00
Contractual	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$0.00	\$0.00
Indirect Charges	\$0.00	\$0.00	\$0.00
TOTALS	\$0.00	\$0.00	\$0.00

1. For FY 2009, \$235,294.00 was returned to EPA.

	Table 2. Narrativ
Question	
Please summarize the accomplishments that occurred during the grant period.	N/A. Grant was termir

Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	N/A. Grant was termir
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	N/A. Grant was termir
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	N/A. Grant was termir
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	N/A. Grant was termir
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	N/A. Grant was termir
Did any public relations events regarding this grant take place during the grant period?	N/A. Grant was termir
Are you using websites or other tools used to relay information about this grant to the public?	N/A. Grant was termir

			Table 3: Innovative
Project/Program Name	Number of Loans/Rebates	Interest Rates	Length of Loans
N/A			

Table 4: Summary of Total Emissions Reductio			missions Reduction
Fiscal Year Funding	Project Name	Entity	EPA Funding Expended
Fiscal Year 2009	Replacement of four (4) buses used for rural intercity transport	Carl R. Bieber, Inc.	\$0.00

FY11	Total
\$294,227.00	
\$196,151.00	

ded for each budget category.			
Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	
\$0.00	\$0.00	\$0.00	

e Responses

Answer

nated and funding was returned to EPA.

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Finance Projects			
EPA Funds			EPA Funds
Expended on	Non-EPA Funds	Total Net	Expended on Non-
Loans/Rebates	Leveraged	Loss/Default	Loan Activities

per Fiscal Year (Emission Reductions Created)		
Emission Reductions (tons/yr)	Emission Reductions (lifetime tons)	
HC: 3.8	HC: 63	
CO: 10.3	CO: 206	
NOx: 47.9	NOx: 960	
PM: 6.8	PM: 136	
CO ₂ : 180	CO ₂ : 3,550	

Grant Recipient	Pennsylvania Department of
Grant #	DS-97368901-2
Reporting Period	Final

	FY08	FY09	FY10
Total Award Amount	\$295,320.00	\$235,294.00	\$352,941.00
Total Match Amount	\$196,880.00	\$0.00	\$235,294.00

Table 1. Rate of Expenditure. Record all funds exper				
	Federal Funds Expended this Reporting Period ¹	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period	
Personnel	\$0.00	\$0.00	\$0.00	
Fringe Benefits	\$0.00	\$0.00	\$0.00	
Travel	\$0.00	\$0.00	\$0.00	
Equipment	\$81,980.00	\$266,888.00	\$0.00	
Supplies	\$0.00	\$0.00	\$0.00	
Contractual	\$0.00	\$0.00	\$0.00	
Other	\$0.00	\$0.00	\$0.00	
Indirect Charges	\$0.00	\$0.00	\$0.00	
TOTALS	\$81,980.00	\$266,888.00	\$0.00	

1. For FY 2010, \$267,851.00 was returned to EPA as unspent grant funds.

Table 2. Narrativ

Question

Please summarize the accomplishments that occurred during the grant period.	Bucks County Transp was reimbursed. BC1 to EPA. Intermediate Unit (BC reimbursed. Transportation Corpor on its buses. As a res project. Jennings only returned to EPA. Transportation LLC – completed and the su
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	Bucks County Transp anticipated and fundir All anticipated outcom Jennings Transportati Kuhn Transportation.
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	Jennings Transportati showed that it was no funding was returned
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	Jennings Transportati

Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	Bucks County Transp	
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	None.	
Did any public relations events regarding this grant take place during the grant period?	None.	
Are you using websites or other tools used to relay information about this grant to the public?	http://www.depweb.st	

Table 3: Innovative				
Project/Program Name	Length of Loans			

	Table 4: Summary of Total Emissions Reduction			
Fiscal Year Funding	Project Name	Entity	EPA Funding Expended	
	Bucks County			
	Transport Diesel Bus			
	Replacement and			
	CNG Bus	Bucks County		
2010	Deployment	Transport, Inc.	\$112,000.00	
	Lean, Green, and			
	Seen: BCIU eBus	Berks County		
2010	Goes to School	Intermediate Unit	\$59,987.00	

2010	Cleaner Air for Kids in the Lehigh Valley	Jennings Transportation Corporation	\$55,185.00
		Kuhn	
	Kuhn Transportation	Transportation	
2010	New Bus Purchase	LLC	\$21,614.00

FY11	Total
\$294,227.00	
\$196,151.00	

ded for each budget category.				
Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$248,786.00	\$389,403.50	\$29,928.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$248,786.00	\$389,403.50	\$29,928.00		

e Responses		
	Answer	

ort, Inc. – \$120,000. Bucks County Transport (BCT) submitted its final invoice and Γ only used \$112,000 of its total grant award and, as a result, \$8,000 was returned Berks County
IU) – \$59,987. Berks County Intermediate Unit submitted its final invoice and was Jennings ration – \$315,036. Jennings did not elect to install any additional retrofit equipment sult, the 24 DOC installations reported in the last quarterly report are the entire y used \$55,185.00 of its total grant award, and, as a result, \$259,851.00 was Kuhn \$21,614.00. There was no activity for this quarter for this project. The project was bgrantee was fully reimbursed in a previous reporting period.
ort, Inc All anticipated outcomes were accomplished. Costs were lower than 1g was returned to EPA. 19 were accomplished. 10 on. Jennings installed fewer retrofits than initially proposed. 20 All anticipated outcomes were accomplished.
on - Jennings anticipated installing additional retrofits but the vehicle testing t possible. Jennings installed retrofits on 24 vehicles and the remaining grant to EPA.
on - Unused funding was returned to EPA.

ort Inc.			
ate.pa.us			

Finance Projects					
EPA Funds			EPA Funds		
Expended on	Non-EPA Funds	Total Net	Expended on Non-		
Loans/Rebates	Leveraged	Loss/Default	Loan Activities		

per Fiscal Year (Emission Reductions Created)			
Emission Reductions (tons/yr)	Emission Reductions (lifetime tons)		
HC: 0.03	HC: 0.6		
CO: 0.24	CO: 4.81		
NOx: 1.25	NOx: 25.0		
PM: 0.02	PM: 0.4		
CO ₂ : 3.22	CO ₂ : 64.4		
HC: 0.06	HC: 1.23		
CO: 10.2	CO: 203.4		
NOx: 1.9	NOx: 37		
PM:	PM:		
CO ₂ : 9.6	CO ₂ : 191.2		
HC: 0.1275	HC: 1.9897		

CO: 0.4576	CO: 7.1940	
NOx: 0.00	NOx: 0.00	
PM: 0.0348	PM: 0.5398	
CO ₂ : 0	CO ₂ : 0	
HC:	HC:	
CO:	CO:	
NOx: 0.92	NOx: 18.3	
PM: 0.05	PM: 0.95	
CO ₂ : 4.88	CO ₂ : 97.7	

Grant Recipient	Pennsylvania Department of		
Grant #	DS-97368901-2		
Reporting Period	Final		

	FY08	FY09	FY10
Total Award Amount	\$295,320.00	\$235,294.00	\$352,941.00
Total Match Amount	\$196,880.00	\$0.00	\$235,294.00

Table 1. Rate of Expenditure. Record all funds expen					
	Federal Funds Expended this Reporting Period ¹	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period		
Personnel	\$0.00	\$0.00	\$0.00		
Fringe Benefits	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Supplies	\$0.00	\$0.00	\$0.00		
Contractual	\$561,974.55	\$2,702,741.64	\$0.00		
Other	\$0.00	\$0.00	\$0.00		
Indirect Charges	\$0.00	\$0.00	\$0.00		
TOTALS	\$561,974.55	\$2,702,741.64	\$0.00		

1. For FY2011, \$2.45 was returned to EPA as unspent grant funds.

Table 2. Narrativ
Question

Please summarize the accomplishments that occurred during the grant period.	Hoopes Turf Farm, In Clean Textiles Systen final inspection by PA September 30, 2012, Convoy Solutions, Inc Convoy Solutions con scope of the grant agi Convoy Solutions sub
Provide a comparison of the actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the original project annual Work Plans.	HTF - All anticipated of purchasing additional Clean Textiles System Convoy Solutions, Inc. workplan for this projet issues with getting ap is operational.
If the anticipated outputs/outcomes and/or timelines/milestones from the original submitted proposal were not met, please explain why not. Did you encounter any problems during the grant period which may have precluded your from meeting the project objectives?	Convoy Solutions, Inc issues with getting ap is operational.
How did you remedy any problems? Please detail how and the date you had to address any problems that changed the original work plan and or work plan schedule.	Convoy Solutions Inc.
Please identify the source of any cost-share or additional leveraged funds are reported for this grant period in Table 1 above.	HTF contributed matc \$308,399.09. Convoy spent on the infrastructure
Was any program income generated during the grant period? Identify amount of program income, how it was generated, and how the program income was used.	No.
Did any public relations events regarding this grant take place during the grant period?	No. Convoy Solutions tentatively scheduled

Are you using websites or other tools used to relay information about this grant to the public?

http://www.depweb.st

Table 3: Innovative				
Project/Program Name	Number of Loans/Rebates	Interest Rates	Length of Loans	
N/A				

Table 4: Summary of Total Emissions Reduction			
Fiscal Year Funding	Project Name	Entity	EPA Funding Expended
2011	Truck Stop Electrification Installation at the Flying J - Carlisle	Convoy Solutions, LLC	\$228,982.55
2011	Ulysses LNG Vehicle - Diesel Emissions Reduction Project	Hoopes Turf Farm, Inc.	\$285,000.00
2011	Diesel Truck Replacement with CNG Vehicles	Clean Textiles Systems LP (CleanCare TM)	\$47,992.00

FY11	Total
\$294,227.00	
\$196,151.00	

ded for each budget category.				
Total Federal Funds Expended in the Grant Period	Total Cost-Share Expended in the Grant Period	Total Additional Leveraged Funds Expended in the Grant Period		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$561,974.55	\$2,702,741.64	\$0.00		
\$0.00	\$0.00	\$0.00		
\$0.00	\$0.00	\$0.00		
\$561,974.55	\$2,702,741.64	\$0.00		

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Answer

c. (HTF) - \$285,000. HTF submitted its final invoice and was reimbursed. ns LP - \$47,992. Clean Textiles submitted its final report and was reimbursed. A DEP occurred on October 1, 2012. The new vehicles were put in service on and the old diesel vehicles were scrapped according to EPA requirements. 5 \$228,985. All grant requirements were completed prior to September 30, 2012. npleted additional site construction at the Flying J in Carlisle that is outside the reement. Electricity for the site was connected and the entire site is operational. mitted three invoices and was reimbursed. Unspent funds were returned to EPA.
butcomes have been accomplished. The success of the project contributed to HTF LNG fueled trucks without grant assistance from PA DEP. <u>ns LP</u> - All anticipated outcomes have been accomplished. - All anticipated outcomes have been accomplished according to the revised etc. Full operation of the truck stop electrification (TSE) system was delayed due to propriate electric infrastructure installed. The issue has been resolved and the site
: - Full operation of the truck stop electrification (TSE) system was delayed due to propriate electric infrastructure installed. The issue has been resolved and the site
worked with the electric provider to get the appropriate infrastructure.
hing funds totaling \$2,165,360. Clean Textiles contributed matching funds totaling / Solutions contributed matching funds of at \$228,982.55, in addition to any funds cture that was outside of the scope of the grant.
s is planning a grand opening event for the TSE project. The grand opening is for February 7, 2013.

Finance Projects			
EPA Funds			EPA Funds
Expended on	Non-EPA Funds	Total Net	Expended on Non-
Loans/Rebates	Leveraged	Loss/Default	Loan Activities

per Fiscal Year (Emission Reductions	Created)
Emission Reductions (tons/yr)	Emission Reductions (lifetime tons)
HC: 0	HC: 0
CO: 0	CO: 0
NOx: 11.9973	NOx: 257.9429
PM: 0.3420	PM: 7.3536
CO ₂ : 706.7928	CO ₂ : 15,189.5952
HC: 0	HC: 0
CO: 0	CO: 0
NOx: 17.1467	NOx: 240.0541
PM: 0.7037	PM: 9.8520
CO ₂ : 333.0067	CO ₂ : 10,878.2176
HC: 0.0451	HC: 0.7672
CO: 0.1578	CO: 2.6829
NOx: 0	NOx: 0
PM: 0.0166	PM: 0.2827
CO ₂ : 0	CO ₂ : 0

Perceptanta				Émail Address	State	City	Address	JUD Title	Last Name	First Name	Grantee Name
Department of Cuarty (Cuarty (Term NA	717-705-7486	17105	saharmon@p a.gov	PR.	Herrisburg	egg Market Street	Air Quality Program Specialist		Sananha	Penneytuania Department of Sirvicomental Protection

Project Name	Perbring Project	Target Fleet	Number of Vehicles	City	Courty	State	Region	Funding Amount	Additional Funding Source	Additional Funding Angust	Public Sene
Nectric Ground											
eGSE) at	City of					l			Abeniative		
Philadelphia International Airport	Philadelphia					l			Fuels Incentive Grant (AFIG)		
PHL)	Avistion PM.	Other	58	Philadelphia	Philadelphia	FR.	3	\$295,320		\$199,880	00

	Fleet 1 Information	E.	- Comm		Prassepria	Pinauripina	PA.		241,120	Program	119000	-															
Mart								Ču	ument Vehicle t	reformation			Anguit of		Annual Utage						New Vehicle	Technology info	mason				
March	Flocal Year Funding			Classi	Vehicle			Engine Model	Harsepower (Norwand	Current Tier Level (Nonroad	Current Standard Level for PM and		Fuel Used (gallyear for all engines	Annual Miles per vehicle (On Highway	Potte Hours per engine (Nonroad	Annual Iding Hours (per	Serial and/or VINI# of surapped engine and/or	Year of Result		Technology	Verified	New Engine Model Year (for replacements)	New Tier Level (Navoad replacements)	New Standard Level for PM and NOx or	Annual Iding Hours Reduced	Technology	Technology Unit Installation
March	2008	Vehicle Type	Ports and	Algor	Court	Engine Mass	Singine Model	Year		Oily		Fuel Type	in this rose	Only)	ONN	engines		Action	Technology Type	Més	Technology Model	repowers City)	epowers Only)		(per engine)	Unit Cod	Cost
March	2008	NoriRoad		Arport Support	- 1	Onan	L4330	1987		Tierd	NA NMC + NO. 7.5 gWW tr	Diesel	950 gallyr	NA	1367	100	549/L0110	2012	Vehicle Squipment Replacement	Charletin					75	\$48,213	NA
Section Sect		NorPoad	Airports Ports and	Arpar	1	Parkins	6.6L	2006		Ter2		Diesel	95d gallyr	NA	1367	100	648/LD138	2012	Vehicle Squipment Replacement	Charlatia				7.8 g Marin	75	\$48,213	NA
Mathematical Property of the content of the conte		NoriRoad		Arport Support	- 1	Onan		1988				Diesel	950 gallyr		1367	100	784/12167	2012	Vehicle Squipment Replacement	Charletin	CML200E				75	\$48,213	NA
Mart		NoriRoad		Arport Support	- 1	Onan		1988		Tierd	NA.	Diesel	950 gallyr	NA	1367	100	677 / L0999	2012	Vehicle Squipment Replacement	Charletin	CML200E			7.5 g NWh.	75	\$48,213	NA
State Column Co		NoriRoad		Alpat	- 1	Onan		1985		Tierd	NA.	Diesel	950 gallyr	NA	1367	100	233 / L0278	2012	Vehicle Squipment Replacement	Charletin	CML200E			7.5 g NWh.	75	\$48,213	NA
March Marc		NoriRoad		Arport Support	- 1	Onan		1987		Tierd	NA.	Diesel	950 gallyr	NA	1367	100	S16/LD286	2012	Vehicle Squipment Replacement	Charletin	CML200E			7.5 g NWh.	75	\$48,213	NA
Mary	2008	NoriRoad		August	- 1	Onan		1987		Tierd	NA NMC + NO. 7.5 gWW tr	Diesel	950 gallyr	NA	1367	100	SET/LOSSS	2012	Vehicle Squipment Replacement	Charletin	CML200E	2412		7.5 g NWh.	75	\$48,213	NA
Part		NoriRoad		Arport Support	- 1	Parkins		2004				Diesel	950 gallyr	NA	1367	100	619 / L0292	2012	Vehicle Squipment Replacement	Charletin	CML200E				75	\$48,213	NA
	2008	Normand		Arport Support		Chan		1988		tiers		Dasel	and garyr	NA	1397	190	787712004	2012	tehos squipned Repacement	CLEARE	CML200%	2013	184	73 gxws.		368,213	NA.
		Normand		Arport Support		Chan		1988		tiers	7.5 gWW-br	Dasel	and garyr	NA	1397	190	873 / L0404	2012	tehos squipned Repacement	CLEARE	CML200%	2013	184	73 gxws.		368,213	NA.
Secondary Seco		NoriRoad		Arport Support	- 1	Parkins		2004			PM - 0.60 gkW-hr	Diesel	950 gallyr	NA	1367	100	886 / LD607	2012	Vehicle Squipment Replacement	Charletin	CML200E			7.5 g NWh.	75	\$48,213	NA
Section Control Cont	2008	Normand		Arpar		Chan		1988		100.0	NA.	Dasel	and garyr	NA	1397	190	BET/LOADE	2012	tehos squipned Repacement	CLEARE	CML200%			73 gxws.		368,213	NA.
	2008	Normand		Arport Support		Chan	LEGGO	1988		tiers	NA.	Dasel	and garyr	NA	1397	190	885 / LDE10	2012	tehos squipned Repacement	CLEARE	CML200%	2013		73 gxws.		368,213	NA.
	2008	Normand		Arport Support		Chan	LEGGO	1986		tiers	NA.	Dasel	and garyr	NA	1397	190	4127 L0438	2012	tehos squipned Repacement	CLEARE	CML200%	2013		73 gxws.		368,213	NA.
		Appropriate		August Support		Onan		1986		nerd .	NA.	Dagel	and garyr	NA	1397	100	414 / L0438	3013	www.magugment Reprocessers	Charles	ON. 2006			7.5 g x 000		448,213	NA
March Marc	2008	Appropriate		Arport Support	-	Onan		1988			NA.	Dated	and garyr	NA NA		100	913 / L0657	2012	Value Southern Reprocessed	Charles	(SE 2006			7.5 a 9800	20	\$48,213	NA.
March Marc	2008	Northead	Ports and Associa	Arport Support		One		1000				Const	sea garyr	NA.	-	100	nost come	2012	Matrix Couloner Series	Charles	CEL SONE			75 0 500	- 1	341.017	NA.
Martin M		Northead		August Support		Continuer		1997		Terr		Const	sea garyr	NA.	1967	100	1007 / 1000	2012	Matrix Couloner Series	Charles	CEL SONE	9111		75 0 500	- 1	341.017	NA.
Martin M	2008	No. of Contract		Alpat Support		0				Total		Access	eda corre		1007	100	40110000		Marie Colores Colores	On the same	Test	200		74 - 100		******	
Mart	2008	Northand		Support Support		Perhips		2004		Terz	7.5 gWW by PM - 0.65 gWW->-	Diesel	950 040**	NA.	1367	100	71/10500	2012	Vehicle Soulpnest Registerent	Charleton	T127			7.5 9.500	75	223.764	NA.
March Marc	2008	Northead	Ports and Accord	Support Support		Contourne		7999			8.5 gWW by	Cincal	957.0504	NA.	1967	100	798/10099	2012	Value Southern Residence	Charles				75.0000	75	222.764	NA.
Mart	2008	Northand	Ports and Airports	Support Support Soupment	,	Perhins		2001		Terz	7.5 gWW by PM - 0.65 gWW by	Diesel	995 040V	NA.	1367	100	734 / LD635	2012	Which Soughest Replacement	Charlette	T127	2012		7.5 a 8800	29	323.764	NA.
Mart	2008	Northand		Support Support Soupment	,	Perhins		2001		Terz	7.5 gWW by PM - 0.65 gWW by	Diesel	995 040V	NA.	1367	100	725 / LD628	2012	Which Soughest Replacement	Charlette				7.5 a.880	29	323.764	NA.
March Marc	2008	NorPool	Ports and Airports	Support Support	,	Perhins	6.6L	2008		Terz		Diesel	960 08Vr	NA.	1367	100	827 / LD858	2012	Vehicle Soulignent Replacement	Charlette		2012	Tera	7.5 a 880b	25	323.764	NA.
March Marc	2008	NoriRoad		Support Support Squpment	,	Continental		1999		Tier 1	8.5 gWW hr PM - 0.80 gWW hr	Diesel	960 gallyr	NA	1967	100	834/LD661	2012	Vehicle Squipment Replacement	Charlette		2012	Tera	7.6 g 880h	75	\$29,764	NA
March Marc	2008	NorRoad	Pors and Algors	Support Support	,	Continental	TM027	1999		Ter 1	PM - 0.80 gkW hr	Diesel	960 gallyr	NA	1967	100	840/LD642	2012	Vehicle Squipment Replacement	Charletin	T137	2012	Tera	7.6 g.KWh	75	\$29,764	NA
March Marc	2008	NorRoad	Pors and Algors	Support Support	,	Continental	TM027	1999		Ter 1	9.5 gNW-br	Diesel	960 gallyr	NA	1967	100	870/LD690	2012	Vehicle Squipment Replacement	Charletin	CREZODE	2012	Tera	7.6 g.KWh	75	\$48,213	NA
March Marc	2008	NorRoad	Ports and Algoris	Support Support	,	Continental	TM027	1999	40 HP	Ter 1	9.5 gWW by PM - 0.80 gkW by	Diesel	960 gallyr	NA	1967	100	986/LD723	2012	Vehicle Squipment Replacement	Charletin	CREZODE	2012	Tera	7.6 g.KWh	75	\$48,213	NA
March Marc		NorRoad	Ports and Airports	Support Support Equipment	,	Continental	TMD27	1999	40 HP	Ter 1	9.5 gWW tr PM - 0.80 gWW tr	Diesel	960 galyr	NA	1367	100	759/10764	2012	Vehicle Squipment Replacement	Charlette	C86.200 E	2012	Tera	7.5 g NWh	75	\$48,213	NA
March Marc	2008	NorRoad	Airports	Support	,	Onan	LEGAD	1986	70 HP	Ters	NA.	Diesel	960 galyr	NA	1367	100	414 / TM005	2012	Vehicle Squipment Replacement	Charlette	T137	2012	Tera	7.5 g NWh	75	339,764	NA
March Marc	2008	NorRoad	Pors and Airpors	Support Support Equipment	,	Onan	LEGAD	1986	70 HP	Ters	NA.	Diesel	960 galyr	NA	1367	100	451 / TM015	2012	Vehicle Squipment Replacement	Charlette	T137	2012	Tera	7.5 g NWh	75	339,764	NA
March Marc	2008	NorRoad	Pors and Airpors	Support Support Equipment	,	Onan	LEGAD	1986	70 HP	Ters	NA.	Diesel	960 galyr	NA	1367	100	473 / TM034	2012	Vehicle Squipment Replacement	Charlette	T137	2012	Tera	7.5 g NWh	75	339,764	NA
March Marc		NorPost		Support Squpment		Onen	Lasab	1999	70 HP	Tera	NA.	Diesel	ssia garyr	NA	1367	100	487 / TM025	2012	Vehicle Squipment Replacement	Charlette	T137	2013	Tera	7.5 g 589b.	25	\$39,764	NA
March Marc		NorPost	Ports and Airports	Support Squpment		Onen	Lasab	1990	70 HP	Tera	NA.	Diesel	ssia garyr	NA	1367	100	95282-2 / TM244	2012	Vehicle Squipment Replacement	Charlette	T137	2013	Tera	7.5 g 589b.	25	\$39,764	NA
March Marc		NorPost	Airports	Equipment		Onen	Lasab	1990	70 HP	Tera	NA.	Diesel	ssia garyr	NA	1367	100	95282-3 / TM245	2012	Vehicle Squipment Replacement	Charlette	T137	2013	Tera	7.5 g 589b.	25	\$39,764	NA
March Marc		NorRoad	Ports and Algoris	Support Equipment	,	Onen	LESED	1990	70 HP	Tierd	NA.	Diesel	950 gallyr	NA	1367	100	95282-4 / TM249	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NWh	75	\$39,764	NA
March Marc		NorRoad		Support Equipment	,	Onen	LESED	1990	70 HP	Tierd	NA.	Diesel	950 gallyr	NA	1367	100	95282-6 / TM248	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NWh	75	\$39,764	NA
March Marc		Northand		Support Equipment Artist		Onan	LEGAD	1990	70 HP	Terd	NA.	Diesel	960 gallyr	NA	1367	100	86282-8 / TM249	2012	Vehicle Equipment Replacement	Charletin	C65.2005	2012	Tera	7.5 g KWh.	25	\$48,213	NA
March Marc		Northand		Support Equipment		Onan	LESED	1990	70 HP	Ters	NA.	Diesel	950 galyr	NA	1367	100	95292-12 / TNDS1	2012	Vehicle Equipment Replacement	Charletin	C\$1,200 E	2012	Tera	7.5 g KWh.	75	\$48,213	NA
March Marc		NoriRoad	Argons	Arport	,	Onan	LESED	1990	70 HP	Tiers	NA.	Diesel	960 gallyr	NA	1367	100	85278-2 / TM387	2012	Vehicle Equipment Replacement	Charletin	C66.2006	2012	Tera	7.6 g SWb.	75	\$48,213	NA
March Marc		NonRoad		Support Equipment		Onan	Lapab	1887		Tierd	NA.	Diesel	960 gallyr	NA	1367	100	6206 / TV137	2012	Vehicle Equipment Replacement	Charletin	T137	2212	Ter 4	7.6 g 500h	75	\$29,764	NA
March Marc		Northand		Support Equipment Arport		Hersdes	02300	1992		Terd	NA.	Diesel	960 gallyr	NA	1367	100	7527 / TY295	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NMh	75	\$29,764	NA
March Marc		Northand		Support Equipment Arport		Hersdes	02300	1992	70 HP	Terd	NA.	Diesel	960 gallyr	NA	1367	100	7692 / TV311	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NMh	75	\$29,764	NA
Second Control Seco		Northand		Support Equipment		Hersdes	02300	1993		Terd	NA.	Diesel	960 gallyr	NA	1367	100	7689 / TV214	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NMh	75	\$29,764	NA
March Marc		Northand	Argons	Support Equipment Arport		Hersdes	02300	1993	70 HP	Terd	NA.	Diesel	960 gallyr	NA	1367	100	7694 / TV216	2012	Vehicle Squipment Replacement	Charletin	T127	2012	Tera	7.5 g NMh	75	\$29,764	NA
Second Control Seco		Northand		Support Equipment August	,	Herodes	02300	1993		Ters	NA.	Diesel	950 gallyr	NA	1367	100	7701 / TY328	2012	Vehicle Squipment Replacement	Charletin				7.5 g KWh.	75	\$39,764	NA
March Marc		Northand		Support Equipment August	,	Herodes	02300	1993		Ters	NA.	Diesel	950 gallyr	NA	1367	100	86437-3 / TM279	2012	Vehicle Squipment Replacement	Charletin		2012	Tera	7.5 g KWh.	75	\$39,764	NA
Second Control Seco		NoriRoad		Equipment	,	Herodes	09900	1993		Tierd	NA.	Diesel	960 gallyr	NA	1367	100	86441-3 / TM281	2012	Vehicle Equipment Replacement	Charletin	T137	2012		7.5 g KWh.	75	\$39,764	NA
Second Control Seco		NoriRoad			,	Herodes	09900	1993		Tierd	NA.	Diesel	960 gallyr	NA	1367	100	86441-6 / TM282	2012	Vehicle Equipment Replacement	Charletin		2012		7.5 g KWh.	75	\$39,764	NA
March Marc		NoriRoad		Support Soupment August	- 1	Herodes	09900	1993		Ter 0	NA.	Diesel	960 gallyr	NA	1367	100	95441-5 / TMD93	2012	Vehicle Equipment Replacement	Charletin		2012	Tiers	7.5 g KWh.	75	\$39,764	NA
West		NoriRoad		Support Soupment August	- 1	Herodes	09900	1998		Ter 1	10x-92g8W-1	Diesel	960 gallyr	NA	1367	100	287 / Tiloos	2012	Vehicle Equipment Replacement	Charletin				7.5 g KWh.	75	\$39,764	NA
Second S		Northand		Support Squpment Arport	- 1	Hersdes	02300	1998		Ter 1	10x-12g1W-1	Diesel	950 galyr	NA	1367	100	282/TE011	2012	Vehicle Equipment Replacement	Charletin	T127			7.5 g 500h	75	\$39,764	NA
National Age National Age National Age National N		Northand		Equipment	- 1	Hersdes	02300	1998	30 HP	Ter 1	10x-12g1W-1	Diesel	950 galyr	NA	1367	100	288 / 16012	2012	Vehicle Equipment Replacement	Charletin	C\$5.200 E	2012	Tera	7.5 g 500h	75	\$48,213	NA
		Northand			- 1	Hersdes	02300	1998	30 HP	Ter 1	10x-12g1W-1	Diesel	950 galyr	NA	1367	100	289/TE013	2012	Vehicle Equipment Replacement	Charletin	C\$5.200 E	2012	Tera	7.5 g 500h	75	\$48,213	NA
		Northand			- 1	Hersdes		1998		Ter 1	10x-12g1W-1	Diesel	950 galyr	NA	1367	100	293 / T6025	2012	Vehicle Equipment Replacement	Charletin	C\$5.200 E	2012		7.5 g 500h	75		NA
90 Sudical Pages Suggest 1 Mediate 0200 988 75-0P Ter 1 Co-12 pilled 70 Med 100 98 75-0P Ter 2 pill		Northand		Support Squpment Arport	- 1	Hersdes	02300	1998	30 HP	Ter 1	10x-12g1W-1	Diesel	950 galyr	NA	1367	100	299 / TE022	2012	Vehicle Equipment Replacement	Charletin	C\$5.200 E	2012	Tera	7.5 g 500h	75	\$48,213	NA
	2008	Northand	Ports and Alignos	Support Squpment	- 1	Hersdes	02300	1998	30 HP	Ter 1	10x-12g3W-1	Diesel	950 gallyr	NA	1367	100	eas/Tileas	2012	Vehicle Equipment Replacement	Charletin	C\$5.200 E	2012	Ter 4	7.5 g 500h	75	\$48,213	NA

Project Name	Organization Performing Project	Target Fleet	Number of Vehicles	City	County	State	Region	Funding Amount	Additional Funding Source	Additional Funding Ansurt	Public Sene
(t) buses used for sural intercity transport	Cad R. Bieber, INC.	Transit Rus		Kussown	Santa	PR.	3	\$235,294	NA.	NA.	10

							Cu													New Vehicle	Technology info	mason				
Fiscal Year Funding Uked	Vehide Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Harrangower (Norwand Cirily)	Current Tier Level (Narroad Only)	Current Standard Level for PM and NOx or NMHC+NOx		(gallyear for all engines	Annual Miles per vehicle (On Highway	(%)1936	Annual Mina	Serial and/or VINI# of strapped origins and/or vehicle	Year of Result Action	Technology Type	Technology Make				New Standard Level for PM and NOx or NMHC+NOx	Annual Iding Hours Reduced (per engine)	Technology	Technology Unit Installation Cost
2009	On Highway	Transit Rus	Transit Rus	4	Desoit Diesel	8v2 or 8v2	1992	NA.			Diesel (LSD), 500 ppm	164,700	183,500	N/A	1800		NA*		NA.	NA.	NA		NA	NA.	N/A	NA
and funding returned to EPA.																										

Project Name	Perbriting Project	Target Fleet	Number of Vehicles	City	Country	State	Region	Funding Amount	Additional Funding Source	Additional Funding Annual	Public Seneti
ean, Green, And Seen: BCIU eBus Sees to School	Lean, Green, And Seen: SCU sillus Goes to Sichool	Bus	,	Reading	Series	PA		\$59,967	SCIU Transpotation	\$59,290	yes
Aucks County Bus Replacement & DMG Bus Deployment	Bluck County Transportation, Inc.	Ruses	4	Holicong	Bucks	PA		\$120,000	Bucks County Transportation, Inc.	\$258,908	yes
Dean Air for Kids in	Corp.	Sichool Stuses	24	Neavth	Northampton	PA		\$55,185	Jennings Transportation Corp.; Johnson Matthey Catalyers	\$15,550° Actual match was less due to fewer netrofits being completed.	yes
taneportation New	Rutin Transportation New Bus Purchase	Bus		Jim Thorpe	Carbon	PA		\$21,614	Kuhn Transportation	\$94,850	yes

R	scal Year Funding Used	Vehide Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Harrangower (Norwand Cirily)	Current Tier Level (Nanroad City)	Current Standard Level for PM and NOxor NMHC+NOx		(gallyear for	Annual titles per vehicle (On Highway Only)	Annual Utage Filtre Hours per engine (Nonroad Only)		Serial and/or VINI# of surapped engine and/or vehicle	Year of Result Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nanroad replacements/ epowers Orby)	New Standard Level for PM and NOx or NMHC+NOx	Annual Iding Hours Reduced (per engine)	Technology	Technology Unit Installation Cost
I	F/9313 (BCU)	On Highway	Transit Rus	Transit Rus	,	Chevisies	LINKNOWN	2001			PM - 0.07 glanp-tv NOv - 4.0 glatip-tu	(ULSD), 16 ppn	1,126	9,000	NA.	54	10000317911149947	2012	Hybrid Electric Replacement with Diesel Particulate Filter	Azure Dynamics Corporation	Salance Hybrid Electric Drive System	2012		NA	NA.	\$107,350.00	NA.

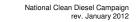
									Ourset Tier	Current Standard		Ansurt of Fuel thad (salvest for	Annual Miles	Annual Ukage Rate Hours per engine	Annual Mina	Serial and/or Vitig of					New Engine Model Year (for	New Tier Level	New Standard Level	Annual		Technology Unit
Fiscal Year Funding Liked FY2010 (Bucks	Vehicle Type	Target Fleet	Class/ Equipment	Vehicle Court	Engine Make	Engine Model	Engine Model Year	(Nonroad Only)	Level (Nanroad Only)	Level for PM and NOxor NM+C+NOx	Fuel Type Dept	all engines in this rose	(On Highway Chity)	(Nonsad Only)	Hours (per engine)	surapped engine and or vehicle	Result Action	Technology Type	Technology Make	Verified Technology Model	replacements/ repowers Only)	replacements only	for PM and NOx or NAHO-NOx	Reduced oper engines	Technology Unit Cost	Installation Cost
County)	On Highway	Transit Rus	Transit Res		Ford	Essove Diesel	2001	NA.		PM - 0.07 gbhp-tir NOv - 6.0 gbhp-tir	(ULSQ), 15 pprs Desert	5,000	24,889		250	I PODE-BUPE HARTISM	2012	Compressed Natural Gas (CNG) Replacement	Ford	Edid Van	2012		NAMC - 0.14 glosp for NOx - 0.20 glosp-tv		\$28,000.00	NA
P12010 (Bucks County)	On Highway	Transit Bus	Transit Bus	,	Ford	E450VR Diesel	2021	NA.		PM - 0.07 glasp tv NOv - 60 glasp tv	(ULSD), 15 ppn Depti	4,780	23,800		239	1 POSE-AUT ET HART LES	2012	Compressed Natural Gas (CNG) Replacement	Ford	Eelid Van	2012		NAMEC - 0.14 g/bhp-fir NAMEC - 0.14 g/bhp-fir NOX - 0.20 g/bhp-fir		\$28,000.00	NA
FY2010 (Bucks County)	On Highway	Transit Rus	Transit Rus		Ford	Essove Dessi	1999	NA.		PM - 0.07 glahp-tir NOx - 6.0 glahp-tir	(ULSD), 15 ppm	3,429	17,139		171	IPOLEASPETHBETI 36	2012	Compressed Natural Gas (CNG) Replacement	Ford	Edia Van	2012		NMHC - 0.14 g/bhp- ly	0000	\$28,000.00	NA
FY2010 (Bucks County)	On Highway	Transit Bus	Transit Bus		Ford	Essove Dessi	1998	NA.		PM - 0.07 glanp-tv NOv - 6.0 glatp-tv	Diesel (ULSD), 16 ppn	2,598	17,830		179	UPD/G40Peliles/00608	2012	Compressed Natural Gas (CNG) Regiscement	Ford	Edid Van	2012		NOx - 6.20 g/bhp-fir NMHC - 6.14 g/bhp- fir		\$28,000.00	NA
Fiscal Year Funding Used	Vehide Type	Target Fleet	Class/ Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Harrangower (Norwand Only)	Current Tier Level (Narroad Oxig)	Current Standard Level for PM and NG+or NM+C+NG+	Fuel Type	Ansurt of Fuel Used (galyear for all engines in this row)	Annual Miles per vehide (On Highway Only)	Annual Ukage Rate Hours per engine (Nonroad Only)	Annual Iding Hours (per engine)	Serial and/or VINIE of scrapped engine and/or vehicle	Year of Result Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements) repowers Chity)	New Tier Level (Norwand replacements) epowers Only	New Standard Level for PM and NOs or NMHC+NOs	Annual Iding Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2012 (Jennings)	On Highway	School Bus	School Bus	,	International	DYess	2023	NA.		PM - 0.07 glanp-tv NOv - 60 glanp-tv	Diesel (ULSD), 15 ppm	1,697	13,000	N/A	270	1H/60A/LIGHETU199	2012	Diesel Chidadon Catalyst - Closed Charicase Verdiston	Johnson Matthey	19014-DCC	NA		NOX - 0.20 g/bhp-hr NOX - 0.20 g/bhp-hr NMHC - 0.14 g/bhp- hr	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Michael	Serbook Bus	Sethani Bua		branstons	OTess	2022			PM - 0.07 glanp hr NOv - 60 abbe-hr	Diesel (UESD), 16	1.697	12.000	N/A	The State	and de de la constant	38112	David Caldada Carabar	Bibosoo Maribao	1904-007	NA.		NOV - 0.31 genp-tv NOV - 0.30 genp-tv NMHC - 0.14 genp-	2004	\$1 3mann	Sunn on
FY2012 (Jennings)	0.100	fotosib				OTem	2021			PM - 0.07 glanp hr NOv - 60 glanp hr	Diesel (ULSD), 15	1.597	13,000	N/A		SASSAMANUSIN'S				19014-000	NA.		MA- 631 genp-tv NOx - 630 genp-tv NMHC - 6.14 genp- tv		\$1,700.00	Sant m
FY2012 (Jennings)	O Agrillary		School Bus			Tees	2001	NA.		PM - 0.07 glosp-tv NOv - 6.0 abbo-tr	Diesel (ULSD), 15	1,597	13,000	NA.	2.0	THISSASMOTH CRISS		Dated Chicketon Catalogs	Athena Markey	19014-DCC	WA		NOV - 0.20 gibitp-for NOW - 0.20 gibitp-for NAM-C - 0.14 gibitp		\$1,700.00	\$400.00
FY2012 (Jennings)	On regimely	School Bus	SEPARA NAS		BOWN MOUNT	DYess	1999	NA.		PM - 0.07 glosp-tv NOv - 6.0 glosp-tv	Diesel (UESQ), 15	1,597	13,000	NA.	270		2012	Dead Cedaton Catalys:	Johnson Matthew		NA NA		NOV - E31 genp-to NOV - E30 genp-to NAMC - E.16 genp- to	2004	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Mus.		BOWNSON A					PM - 0.07 glosp-tr NOv - 60 glosp-tr	ppm Diesel (ULSD), 16				270	1911/08/24/20/48/45/0	2012			19016-DCC			PM - E-31 genp-tv NCx - E-30 genp-tv NMHC - E-14 genp- tv	0000		
FY2012 (Jennings)	On Highway	School Bus	School Bus	-	Braviational	DYess	2000	NA		984 - 7 - 77 - 200 - 2v	Diesel (MASO), 16	1,597	13,000	N/A	270	1H1992AM07H004133	2012	Diesel Chidaton Catalyst	Johnson Mathey	19014-DCC	NA		PM - 6.31 g/bhp-fv NCx - 6.30 g/bhp-fv NAM** - 6.34 c/bhp-fv	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Bus	1	braviational	LINOVONNE	1984	NA		NOv-52 gbbg-tr	ppn Deset (ULSD), 15	1,597	13,000	N/A	270	1HVBBACNSRHS87402	2012	Diesel Chidaton Catalyst	Johnson Matthey	19056-DCC	NA		NOV - 0.20 g bitp-tv NOV - 0.20 g bitp-tv NMHC - 0.14 g bitp-	0000	\$1,700.00	\$400.00
FY2012 (Jenninos)	On Highway	School Rus	School Bus	-	bravsational	DYess	1998	NA		NOv- 48 gbtg-tr	ppn Deset (ULSQ), 15	1,697	13,000	NA.	270	1H/99AM/WH/563602	2012	Diesel Oxidaton Catalyst	Johnson Matthey	19056-DCC	NA		NO. 631 genp to NO. 630 genp to NMHC - 0.14 genp	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus	,	International	DYess	1997	NA.		PM - 0.07 gbhp-tv NOx - 6.0 gbhp-tr	ppm	1,597	13,000	N/A	270	SHIRRANDAHISIOO	2012	Diesel Chidaton Catalyst	Johnson Matthey	19014-DCC	NA		N - 531 g 50p N	0000	\$1,700.00	\$400.00
_	On Highway	School Rus	School Bus	-1	bravistional	DYess	1995	NA		PM - 0.07 gbhp-tr NOs - 60 gbhp-tr	(ULSD), 16 ppm Deset	1,597	13,000	N/A	270	1HISSAMSTHOM25	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	NA		NAME - 0.16 glotp for PM - 0.21 glotp-to NOx - 0.20 glotp-to NAME - 0.16 glotp	0000	\$1,700.00	\$400.00
FY2013 (Jennings)	On Highway	School Rus	School Rus		International	DTess	2003	NA.		PM - 0.07 gbhp-tr NOv - 40 gbhp-tr	(ULSO), 15 ppm Diesel	1,597	13,000	NA.	270	1HVSRAWICHS81491	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	NA.		PM - 021 6556-N	0000	\$1,700.00	\$400.00
FY2013 (Jennings)	On Highway	School Bus	School Bus	,	braviational	DTess	2002	NA.		PM - 0.07 glanp-tir NOv - 6.0 glatip-tir	(ULSO), 15 pprs	1,597	13,000	N/A	270	1HVSSAN03H577348	2012	Diesel Oxidation Catalyst	Johnson Matthey	19054-DCC	NA		NOX - 0.20 g/bhp-fiv NMHC - 0.14 g/bhp- fiv PM - 0.21 g/bhp-fiv		\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus		International	DTess	2002	NA.		PM - 0.07 glanp-tir NOx - 6.0 glatip-tir	Diesel (ULSD), 16 ppm	1,697	13,000	NA.	270	1HV50AN03H577369	2012	Diesel Chidaton Catalyst	Johnson Matthey	19014-DCC	NA		NOx - 0.20 g/bhp-hr NMHC - 0.14 g/bhp- hr	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus	,	international	DTess	1995	NA.		PM - 0.07 glanp-tv NOx - 6:0 glatip-tv	Diesel (UESD), 15 ppm	1,597	13,000	NA.	270	14/92/4/95/46605	2012	Diesel Oxidation Catalyst	Johnson Matthey	19016-DCC	NA		NOx - 0.20 gibtlp-tv NOX - 0.20 gibtlp-tv NMHC - 0.14 gibtlp- tv	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	0.100	fotos de la constitución de la c				DTess	-	NA.		PM - 0.07 glatip-tv NOv - 6.0 abbo-tv	Diesel (ULSD), 15	1.597	13,000	NA.	270	-0.000 AMERICANO					NA.		PM - 0.31 g/bhp-hv NOx - 0.30 g/bhp-hv NMHC - 0.14 g/bhp- hv		\$1,700.00	\$400.00
FY3013 (Jennings)						Tons		NA.		PM - 0.07 obnoty	Diesel (ULSD), 15	1,597	13,000	NA.				Directi Coldation Catalysis		19014-DCC	NA.		MM - 6:31 g/bhp-fv NOx - 6:30 g/bhp-fv NMHC - 6:14 g/bhp-		\$1,700.00	
FY2012 (Jennings)	On Highway	Schoolikus	School Bus		braviational		1996			NOv- Sid globy-for	ppn Deset (MSD, 15				270	100040000000	2012		Johnson Mathey	19014-DCC			PM - Ed T getp-tv NOx - Edd getp-tv NMHC - E.14 getp- tv	0000		\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus	1	International	UNIONOWN	1997	NA.		PM - E.S? globp-tr NOx - S.S. globp-tr	ppn Deset (ULSD), 15	1,597	13,000	N/A	270	1H/99AM/WH/563601	2012	Diesel Chidaton Catalyst	Johnson Matthey	19056-DCC	NA		NOV - E31 gEND-N NOV - E30 gEND-N NMHC - E.16 oEND-	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus	,	international	DTess	1997	NA.		NOu- 6d gbbg-tr	ppm Deset	1,597	13,000	N/A	270	11000 AANEWS (6000)	2012	Deser Oxidatos Catalye:	Johnson Matthey	19014-DCC	NA		PM - 0.01 g/bhp-tv NCx - 0.20 g/bhp-tv	0000	\$1,700.00	\$400.00
_	On Highway	School Bus	School Bus		bravsational	DYess	1985	NA		PM - 0.07 gbtp-tr NOx - 6.0 gbtp-tr	(ULSD), 15 ppn Dated	1,697	13,000	N/A	270	SHIREARNTHONIZE	2012	Deser Oxidation Catalyst	Johnson Matthey	19016-DCC	NA		NMHC - 0.14 g/bhp- liv	0000	\$1,700.00	\$400.00
FY3018 (Jennings)	On Highway	School Rus	School Bus		braviational	DYess	2001	NA.		PM - 0.07 gbhp-tr NOx - 6:0 gbhp-tr	(ULSO), 16 ppn	1,597	13,000	N/A	270	SHIERANICHESSON	2012	Diesel Chidaton Catalyst	Johnson Matthey	19014-DCC	NA		NOx - 630 glatip-tv NAMC - 6.16 glatip- tv PM - 631 glatip-tv	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Bus	,	International	DTess	1995	NA.		PM - 0.07 glasp-tv NOx - 5:0 glasp-tv	Diesel (ULSD), 15 ppm	1,597	13,000	NA.	270	54922AR007+044227	2012	Diesel Chidaton Catalyst	Johnson Matthey	19014-DCC	NA		NOx - 0.20 g/bhp-fir NAMC - 0.14 g/bhp- fir	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Bus		braviational	DYess	1987	NA.		PM - 0.07 glatip-to NOv - 6:0 glatip-to	Diesel (ULSO), 15 ppm	1,597	13,000	NA.	270	SHIGGANIWHSESSES	2012	Diesel Oxidation Catalyst	Johnson Matthey	19014-DCC	NA		NOv - 620 glosp-tv NAHC - 6.16 glosp- tv	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Bus		bravnational	LRHOVOWN	1994	NA.		PM - 0.07 glate-tv NOv - 60 glate-tv	Diesel (ULSQ), 15 ppm	1,697	13,000	NA.	270	1HVBBACMSRHSK7403	2012	Diesel Chidaton Catalyst	Johnson Matthey	19014-DCC	NA		PM - 631 glosp-nr NOx - 630 glosp-nr NMHC - 6.14 glosp- hr	0000	\$1,700.00	\$400.00
FY2012 (Jennings)	On Highway	School Rus	School Rus	,	international	DTess	1995	NA.		PM - 0.07 glang-tv NOv - 6:0 glang-tv	Diesel (ULSO), 15 ppm	1,597	13,000	NA.	270	1-0/98/AAN/(TH/04/229	2012	Diesel Oxidation Catalyst	Johnson Matthey	19016-DCC	NA.		MM - 631 genp-tv NOx - 630 genp-tv NMHC - 6.14 genp- tv	0000	\$1,700.00	\$400.00
Flocal Year Funding Used			Class/ Equipment	Vehicle			Engine Model Year	Harsepower (Norwand	Current Tier Level (Nanroad	Current Standard Level for PM and NOvor NMHC+NOv		Ansure of Fuel Used (gallyear for all engines	Annual Miles per vehicle (Ox Highway	Annual Usage Rate Hours per engine (Nonroad	Annual Iding Hours (per	Serial and/or VINIE of surapped engine and/or	Year of Resolt		Technology Miles	Verified	New Engine Model Year (for replacements)	New Tier Level (Navoad replacements)	New Standard Level for PM and NOx or NMHC+NOx	Annual Iding Hours Reduced	Technology Unit Cost	Technology Unit Installation Cost
Pigggg (Kuhri)	Vehicle Type	Target Fleet	Equipment	Court	Engine Make	Engine Model	Year	Origi	dily		Fuel Type Deset	in this road	Only)	CHIN	engines	HVSBASP2THXD4046	Action	Technology Type	Mina	Yechnology Model	repowers Only)	epowers Only	PM - 6.31 g/bhp-fv NOx - 6.30 s/bhp-fv	iper engines	Unit Cost	Cost
Copy and paste add	On Highway Sonal fines as neo	School Bus	School Bus	1	Thomas	LINGUOUS	1994	NA.	L	PM - 0.07 gbtp-tr NOx - 6:0 gbtp-tr	(ULSD), 16 ppm	1,100	6,600	N/A	55		2012	Vehicle Squigment Replacement	Thomas	CI SAF-T LINER	2012	<u> </u>	NAHC - 0.14 g/bhp N	0000	\$84,736.50	NA

Project Name	Performing Project	Target Fleet	Number of Vehicles	City	Country	State	Region	Funding Amount	Additional Funding Source	Additional Funding Angust	Public Sene
Fruck Stop Recollitation Installation at the Flying J - Carlisle	Compy Solutions, LLC	Long-haul trucking	25 spaces	Carleia	Cumberland	PA		\$ 228,985.00	Convey Soutions	\$ 228,885.00	na
White - Diesel Sinissions Reduction Project	Hoopes Turl Farm, Inc.	Long-haul trucking		Ulysses	Poter	PA		\$ 285,000.00	Hoopes Turl Farm, Inc.	\$ 1,749,994.00	na
Diesel Truck Regiscement with CNG Vehicles	Clean Textiles Systems LP CleanCare	local and long-haul delivery trucking		Producin	Allegheny	PA		\$47,992	Clean Textiles Systems, LP	1 288748.00	

Fleet 4 Information:																										
		_		_	_		- 0	ment Vehicle I	reformation			_			_					New Vehicle	Technology Info	mason		_	-	
Fiscal Year Funding Uked	Vehicle Type	Target Fleet	Class' Equipment	Vehicle Count	Engine Make	Engine Model	Engine Model Year	Harrespower (Nonroad Only)		Current Standard Level for PM and NOs or NMHC+NOs	Fuel Type	(and veer for	Annual Miles per vehicle (On Highway Only)	Annual Utage Rate Hours per engine (Nonroad Only)	Annual Iding Hours (per engine)	Serial and/or VINI# of surapped engine and/or vehicle	Year of Result Action	Technology Type	Technology Meia	Verified Technology Model	New Engine Model Year (for replacements/ repowers Only)	New Tier Level (Nanroad replacements/ repowers Only)	New Standard Level for PM and NOx or NAHC+NOx	Annual Iding Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY3011 (Convey)	On Highway	Long Heuf		36 spaces	NA	N/A		NA.		NA.	S00 ppm	NA.	NA	N/A	2,400	NA.	2012	Truck Stop Electrification	MeAir		NA		NA	2,040	1 1	
Fiscal Year Funding Used	Vehicle Type	Target Fleet	Class ² Equipment	Vehicle Count	Engine Make	Segina Modal	Engine Madel Year	Haraspower (Nonraad Only)		Current Standard Level for PM and NO+or NM+C+NO+	Fuel Type		Annual Miles per vehicle (On Highway Only)	Annual Utage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VINE of strapped engine and/or vehicle	Year of Results Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements/ repowers (2/9)	New Tier Level (Namoad replacements/ epowers Only)	New Standard Level for PM and NOx or MM+C+NOx	Annual Iding Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
FY2011 (Hospes)	On Highway	Long Heut	Class IR								Diesel (ULSD), 15 ppm	120,000	100,000		200		2012	Liquid Natural Gas								
FY2011 (Hospes)	On Highway	Long Heur	Class BR								Diesel (ULSQ), 15 ppm						2012	Liquid Natural Gass								
FY2011 (Hospes)	On Highway	Long Heul	Class IR								Diesel (ULSQ), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On Highway	Long Heul	Class IR								Diesel (ULSD), 15 ppm						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On History	Long Heur	Class RR								Diesel (ULSD), 15 0071						2012	Liquid Natural Gas								
FY2011 (Hoopes)	On History	Long Heur	Class #8								Diesel (ULSD), 15 0071						2012	Liquid Natural Gas								
Fiscal Year Funding Uked	Vehide Type	Target Fleet	Class' Equipment	Vehicle Court	Engine Make	Singina Modal	Engine Model Year	Harsepower (Norwald Only)		Current Standard Level for PM and NOxor NMHC+NOx	Fuel Type	(and veer for	Annual Miles per vehicle (On Highway Only)	Annual Usage Rate Hours per engine (Nonroad Only)	Annual Idling Hours (per engine)	Serial and/or VINI# of surapped engine and/or whice	Year of Result Action	Technology Type	Technology Make	Verified Technology Model	New Engine Model Year (for replacements' repowers (2/9)	New Tier Level (Namoad replacements/repowers Only)	New Standard Level for PM and NOx or NMHC+NOx	Annual Iding Hours Reduced (per engine)	Technology Unit Cost	Technology Unit Installation Cost
P/2011 (Clean Textiles)	On History	Delvery Trust	Class S	,							Diesel (ULSQ), 15	2.090	17,680		104	4LDAFA(7XCB)(822)	2012	Compressed Natural Gas (CNG) Registered	Emiotrinar	MT-ss	2013		PM - 631 glosp-ov NOx - 630 glosp-ov NMHC - 6.14 glosp- fiv	0000	\$64,533,62	NA.
FY2011 (Clean Teclins)	On History	Delvery Tours	Class 5	,							Diesel (ULSQ), 16 0001	740	6292		27	4.CAFANCESSON	2012	Compressed Natural Gas (CNG) Resiscement	Freightliner	MT-es	2013		PM - 0.31 g/bhp-hv NOx - 0.30 g/bhp-hv NMHC - 0.14 g/bhp- hv	0000	\$84,533,62	NA.
Pi2011 (Clean Teclins)	On History	Delvery Trust	Class 5	,							Diesel (ULSO), 15 0071	1000	8960		52	4.CAFAUXCRISCS	2012	Compressed Natural Gas (CNG) Registered	Fwiattiner	MT-47	2013		MM- 631 genp-tv NOx - 630 genp-tv NMHC - 6.14 genp- tv	0000	\$64,533,62	NA.
Przott (Clean Teclini)	On History	Delvery Touck	Class 6								Diesel (ULSQ), 16	997	8676		50	4LDANIBWISCK44555	2012	Compressed Natural Gas (CNG) Replacement	Emiotrine	MT-48	2013		MM - 631 genp-tv NOx - 630 genp-tv NMHC - 6.14 genp- tv	2000	\$64 533 62	NA.

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FY2011 (Clean Teclinc)	On Highway	Delivery Truck	Class 5	,				Diesel (ULSQ), 15 ppm	1346	11460	67	4LZANDHYZCK44557	2012	Compressed Natural Gas (CNG) Replacement	Freightliner	MT-ea	2013	NOX - 0.31 glosp-tv NOX - 0.30 glosp-tv NAMC - 0.16 glosp- tv	ngne	\$64,533.42	NA





Recipient Information

Organization/ Grantee										
Name	First Name	Last Name	Job Title	Address	City	State	Email Address	Zip Code	Office Phone	OfficePhoneExt

Project 1 Information

	Organization								Additional		
	Performing		Number of					Funding	Funding	Additional	
Project Name	Project	Target Fleet	Vehicles	City	County	State	Region	Amount	Source	Funding Amount	Public Benefit
		Marine								1	

Fleet 1 Information for MARINE VESSELS ONLY

	Current Vessel Information Total Activity Level Standard Level Funding for PM and (gallons/year scrapped/repla																		New Ve	ssel/Technolog	gy Information	1			
Fiscal Year Funding Used	Sector	Application	Number of Engines per Vessel (max	Engine Type	Number of Engines		Activity Level (Hours per Year per engine)	Horsepower	Annual Idling Hours per engine	Current Tier Level		Displacement per cylinder (Liters)	Current Fuel Type	Fuel Used (gallons/year per engine		of scrapped/repla ced engine or	Technology Type	Technology Make	Verified Technology Model		Activity Level (hrs/yr per engine - replacements, repowers, and upgrades Only)	Annual Idling Hours Reduced per engine	Tier Level (replacements,	NMHC+NO	
	Marine																								
	Marine																								
	Marine																								
	Marine																								
	Marine																								
	Marine																								

Copy and paste additional lines as necessary to capture project fleet information

Project 2 Information

	Organization								Additional		
	Performing		Number of					Funding	Funding	Additional	
Project Name	Project	Target Fleet	Vehicles	City	County	State	Region	Amount	Source	Funding Amount	Public Benefit
		Marine									

Fleet 2 Information for MARINE VESSELS ONLY

	Current Vessel Information																	New Ve	essel/Technolo	gy Informatior	1			
Fiscal Year Funding Used	Sector	Application	Total Number of Engines per Vessel (max 5)	Engine Type	Number of Engines		Activity Level (Hours per Year per engine)		Annual Idling Hours per engine	Current Tier Level	Current Standard Level for PM and NOx or NMHC+NOx	Displacement per cylinder (Liters)	Current Fuel Type			Serial or VIN # of scrapped/repla ced engine or vessel	Technology	Verified Technology Model	New Engine Model Year (replacements , repowers, and upgrades Only)	replacements,		(replacements,	PM and NOx or NMHC+NO	
	Marine																							
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Command masks addition	Marine																							

Copy and paste additional lines as necessary to capture project fleet information.

Please replicate the Project and Fleet Information Tables as necessary for additional Projects/Fleets.